

Approved: 1-27-98
Date

MINUTES OF THE HOUSE TRANSPORTATION COMMITTEE.

The meeting was called to order by Chairperson Gary K. Hayzlett at 1:30 p.m. on January 13, 1998 in Room 526-S of the Capitol.

All members were present except:

Committee staff present: Hank Avila, Legislative Research Department
Julian Efird, Legislative Research Department
Bruce Kinzie, Revisor of Statutes
Joanne Smelser, Committee Secretary

Conferees appearing before the committee: Mike Armour, Director of Aviation, Kansas Department of Transportation
Ken Black, President of Kansas Association of Airports
Bob Courtney, Wellington Airport Manager
Dean Fincham, Marian Airport Manager
Jim Stevens, Wings Over Mid-America

Others attending: See attached list

Testimony was given to the committee regarding the Status of the Kansas Airport System. Mike Armour, Director of the Division of Aviation KDOT, was the first presenter. (Attachment 1)

Dean Fincham and Diane Hett from Marion, KS gave testimony regarding the importance of rural airports. (Attachment 2)

Wings Over Mid-America, Inc. chairman Jim Stevens provided information about his charitable air transportation and the importance of general aviation airports in Kansas. (Attachment 3)

William Hamilton, of the Aircraft Owners and Pilots Association, gave testimony about the negative economic impact caused by the deterioration of many of the general aviation airports in Kansas. (Attachment 4)

Meeting was adjourned.



KANSAS DEPARTMENT OF TRANSPORTATION

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Bill Graves
Governor of Kansas

**TESTIMONY BEFORE THE HOUSE COMMITTEE ON
TRANSPORTATION**

Regarding The Status of the Kansas Airport System

January 13, 1998

400,000 - Budget for Dept. of Airports → no state funds

Mr. Chairman and Committee Members:

I am Mike Armour, Director of the Division of Aviation with the Kansas Department of Transportation. We welcome the opportunity to testify on the status of our state's airport system. My presentation will focus on four areas, 1) a description of the state's airport system and the role airports serve, 2) funding for airport improvements, 3) cause and effect of limited funding for airports and 4) goals and objectives for the system.

Kansas probably has a sufficient number of airports, although many are in need of major rehabilitation. The 150 public-use airports are geographically located to adequately serve the state's air transportation needs.

Airports serve an important role in the state's transportation system. When time is of the essence, airports provide the means for essential services and activities in today's society. Foremost is the economic activity generated from existing organizations which rely on airports to enhance their businesses and serve new customers as well as new firms which may be considering locating in Kansas to take advantage of the reasonably priced, high-quality work force that is available in our small towns. Equally important is medical services, both fly-in by professionals and emergency evacuations. Additionally, agricultural application, charter and private air travel, the link to national air transportation system, and many other services are only available because of an airport. While a good airport cannot guarantee the desired quality of life amenities, or guarantee good economic growth, a good airport is essential for these to occur.

In Kansas, the only nonlocal assistance for airport improvement is provided by the federal government through the Federal Aviation Administration's (FAA) Airport Improvement Program (AIP). In fiscal years FY94-FY96, the program has assisted nine general aviation (GA) airports with capital improvement projects. The number of airports by type, amounts granted,

and the number of airports not receiving grants are depicted as follows:

Type airport	Number of airports receiving grants	Amount	Number of airports not receiving grants
Primary (10,000 bdg)	3	\$18,665,000	0
Comm. Serv.(2,500 bdg)	5	7,959,000	0
Reliever	5	3,551,000	1
GA ^{rt}	9	9,682,000	128

The small number of GA airports receiving grants is attributed to the FAA's priority system and the scope of projects they fund. The FAA's airport improvement policy focuses on major rehabilitations and does not fund maintenance. Federal funds available for GA airports have steadily declined because of reductions in AIP funding and because of policy decisions favoring the larger airports. This has resulted in grants being awarded for extensive multiyear projects and to airports which meet FAA standards. AIP funding has dropped from a high of \$1.92 billion in 1992 to \$1.45 billion in 1996. There was a slight increase in the FY97 AIP funding but changes in the priority system were further weighed in favor of larger airports. The Kansas Aviation System Plan identifies a need of \$108 million for general aviation airport improvements to meet FAA's standards. With this defined need and an anticipated grant level of approximately \$2.5 million per year for GA airports leaves a shortfall of \$80 million.

This situation has prompted many communities to question whether they will ever realize any federal assistance. Adding to their dilemma is the fact that stiff competition for public funds along with pressure to comply with forced mandates have frequently caused local governments to postpone needed airport improvements. Unlike the few communities who have undertaken airport projects on their own, most communities simply cannot afford the costs involved. They will either perform temporary and less expensive repairs or do nothing at all. The consequence has been a steady decline in the condition of the state's GA airport system. Runways like any pavement deteriorate with time unless maintained or rehabilitated. This is confirmed by a K-TRAN study completed March 1996, by KSU's Civil Engineering department which summarizes that the current condition of the GA airport network in Kansas is rated "fair," and that 36% of the airports are in "poor" to "failed" condition. Since that study, the Division of Aviation has completed runway surveys at an additional 33 airports and found the average pavement condition index to be within .02 of a point of the KSU study.

The state's largest provider of air ambulance services has limited operations to paved runways having a specified length. Currently 55 public use airports do not meet these guidelines. The provider also stated that they have been forced to restrict operations at eight airports which meet their hard-surface and length requirements but where deterioration of the runways poses a significant threat of damage to the aircraft.

However, not all aspects of preserving the airport system are gloomy. Along with an increase in federal AIP for FY98, one of the more encouraging developments is a recent FAA policy of accepting state highway construction specifications for runway projects at smaller

airports. The cost savings are expected to be substantial. Ultimately we would hope the average pavement condition for GA airports could be improved and maintained at a "good" rating. Another priority is to have no place in Kansas be further than a thirty-minute drive to air ambulance pick-up point. While the system has many needs, meeting these two would be a quantum step in Kansas airport improvements.

In the future, as a new comprehensive transportation program is discussed and developed, we hope airports will be considered as an integral part of our transportation system. Certainly there are immediate needs at airports which have critical or failed runways. However, in the long term, it seems reasonable that an adequately funded comprehensive program prioritized on a condition/need basis would be the optimum approach to enhance and benefit the users of all of our transportation systems.

This concludes my remarks and I would be happy to respond to questions.

Federal
(20 airplanes stored on mo³)

Marion Representatives:
Dean Fincham, Airport Manager
Diane Hett, City Administrator

Marion sees a good airport as an essential part of their community, and would like to see state funding for rural community airports. Most Federal moneys are granted to larger airports, leaving the smaller airports to defend for themselves.

Marion has a population of 2,000 and is the county seat for Marion County with the population of 13,000. Marion is a growing community and would like to see their community continue to grow. Marion feels that a good airport is necessary to continue to grow and prosper for several reasons:

A good airport will help the community stay economically viable. Marion currently owns two Industrial Parks. One park is full and the second park is growing. Just recently Southwestern Bell has designated Marion's second industrial park as a fiberpark. Marion and Southwestern Bell are now working together to promote businesses from out of state to locate to Kansas. Looking into the future, Marion would like to see industrial development available at their airport. But a downfall that Marion has is that their airport needs to be improved in order to support new business opportunities.

Airports also play an important role in health care. A longer and wider airport runway would allow Doctors that offer special services to come into Marion to provide their services to Marion and Marion County. Also Marion would like to have the option to be served by an air ambulance service. Having great health care services is vital in a growing community.

Marion does not currently have the local funds to improve their airport . We are here today to ask that you consider state funding for airport improvements for rural communities.

Statistics of Marion Airport:

AIRCRAFT: Approximately 13 aircraft based at airport. Possibility of 17 aircraft in 1998.

RUNWAY: Current - 2,540' x 45'
Proposed - 4,000' x 60' or 65'

Other Improvements needed: Expand the paved apron to enable use by twin-engine aircraft and create tie-down positions, construct an all weather area for transient pilots, widen and install lights on taxi-way to terminal at both ends and various other improvements:.

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Attachment 2

Jim
Stevens

Good afternoon Chairman Hzyzlept, distinguished members the House Transportation Committee and staff director, Mr. Hank Avila, for the opportunity to appear before you today in support of general aviation airports in Kansas.

I appear as a twenty five year resident of Kansas, currently residing in Overland Park, Ks. I retired as President of a 30 person financial advisory firm, and currently I am a commercially rated pilot, and Certified Flight Instructor. Additionally, I own a general aviation aircraft, a Cessna 210, based in Kansas at the New Century Airport in Olathe, Ks.

More importantly, I am the Founder and Chairman Emeritus of Wings Over Mid-America, Inc., the only organization based in this State which seeks to provide charitable air transportation to those in need. We accomplish our goal by matching people needing help, with pilots who are willing to donate both their time and an airplane to fly those less fortunate. Understand that the pilots who participate in our program receive absolutely nothing in return for their generosity. They willingly give of their time and professional skills. They not only provide the general aviation type aircraft involved, but also pay all of their own expenses, including the cost of fuel.

Indeed, you may wonder if there is really much need for what we do? Founded in September of 1995, Wings in this short twenty seven month period has completed 292 missions, covering over 223,000 statute miles, and transported some 594 persons. Today our roster of pilots stands at 121, and in the past three months alone we have been averaging thirty missions per month, and adding four new pilots each month to our membership roster. In 1996 we were recognized by the Air Care Alliance, the national alliance representing the private sector of public benefit flying, as the fastest growing such organization in the United States.

The Wings' organization is a genuine community based charitable volunteer group. Our Board of Directors numbers 30 active civic and community leaders from all professions, and is elected by our membership. A team of eight volunteers manages our flight operations, and over seven different committees have been formed, all with members who are donating their time and skills. In just over two years the Wings organization now includes more than 200 volunteers working together to give back to our communities. The Internal Revenue Service recognizes Wings as a charity

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qualified under I.R.C. sec 501 (3)(c). With the exception of the assistant that was hired last year to cope with our success, everyone and everything connected with Wings is donated. We maintain offices at the New Century Air Center in Olathe, Ks, where our office space has been donated by Kings Aviation. Our furniture, computers, pagers, and all operating funds have been graciously donated. Legal, accounting, public relations and computer services have likewise been donated. For every dollar given to Wings, we are able to give back to the communities we serve over three dollars in services.

But, Wings is not about money, nor flying, it is about serving people in need. It is about transporting 7 month old Courtney from Wichita, KS to Dallas, TX, which was the only place in the country where a highly specialized orthopedic helmet could be fitted to correct a birth defect, that if left untreated would eventually take his young life. His father, a carpenter, had lost his job following an accident shortly before his birth, and her employer laid off his mother late in her pregnancy. This young couple was barely surviving, not even able to afford a telephone. Young Courtney required nine visits to Dallas, and a Wings volunteer pilot was there, each and every time.

Wings was also there for the family from Chanute, KS whose only son, age 18, had gone to Michigan for the summer to work on a construction project. When the call came from the University of Michigan Medical Center that he had been brought that afternoon to the emergency room in critical condition with leukemia, and might not live through the night, they were desperate to be at his bedside. The family was in poor financial health; their only car could hardly make it into town, and the bank was pursuing foreclosure on their farm. They had no way to make the trip, but a Wings volunteer pilot made it possible.

On another occasion, a Social Worker at the Salina Regional Health Center asked Wings to help one of their patients. He was an over the road trucker, who had been taken ill and brought to their facility. His condition had improved so that he could now go home. In the meantime, his employer had taken his truck, and left his wife to be with him, but would not come back to provide transportation home. His condition was so weak, that doctors did not believe he could withstand either a car or a bus trip of the length required to return to their home in Cape Girardeau, MO. The family was very poor, and could not afford to charter an aircraft, or pay for an

ambulance. A Wings volunteer pilot from Liberal, KS saw to it that they were returned home.

Each of these three true stories I have just related have two very important characteristics in common. Even though one is about a medical need, another about a critically ill loved one, and one about a family in crisis, they all involved a Wings volunteer pilot helping people in situations of compelling human need, and they all involved the use of a general aviation airport in Kansas.

Each of these examples also illustrates how an organization like ours depends on a viable infrastructure of general aviation airports so that we may serve the needs of the less advantaged in this State. Since our inception we have conducted 314 flight operations in Kansas, serving fifteen different airports across the State of Kansas. As word about Wings spreads, I would expect these numbers to grow accordingly, but we can only serve those communities and their surrounding areas that offer our pilots safe and decently maintained general aviation airports.

When I read the testimony to be entered into today's hearing by Mr. William Hamilton, Central Region Representative for the Aircraft Owners and Pilots Association, I became very concerned about the future of general aviation airports in Kansas. I learned from that testimony that Kansas ranks 50th among the states in terms of its support for general aviation airports; at the very bottom of the list. I can personally testify to the deterioration of facilities at smaller general aviation airports across Kansas, particularly by comparison to those of our neighboring states. If this situation is allowed to continue, then the ability of the charitable aviation community to adequately service the less advantaged in this state will be in jeopardy. Indeed, the ultimate goal of the Wings organization is to be able to better reach even the smallest communities across our State. With time, we will become better known, but if safe airports are not available for our use, then our efforts will have been for naught.

I might point out that Wings Over Mid-America was formed to fill a vital gap in the national network of public benefit flying groups, and that we make our services available to people in need throughout the heartland, not just in Kansas. However, the fact remains, that to date flights into and out of general aviation airports in Kansas represents a large percentage of our flight operations. We maintain a toll free number (1-800-474-9464) for persons

needing assistance, and more information about our program is available on our donated website at wingsovermidamerica.org.

Lastly, I am here today to speak as Vice-President of Air Care Alliance, the national association that represents the private sector of public benefit flying. The Air Care Alliance is an umbrella organization which brings together more than 30 charitable groups nationwide who provide needy patients free medical air transportation, deliver blood and organs for transplant, perform voluntary disaster relief flying assisting stricken communities, and conduct conservation flights, wildlife surveys, and other environmental missions. In total there are more than 4,400 pilots and over 2,000 other volunteers involved in this work. The Alliance, which has been in existence for almost 15 years, has in recent years seen a significant increase in the number of missions flown by its members. Mr. Ed Boyer, Executive Vice President of the Alliance has predicted that the number of missions will triple during the next three years. At a time when government programs are under strict cost containment, more of the responsibility for assisting those in need must be assumed by the private sector.

I bring to the attention of the committee the work of Air Care Alliance and its member groups for two reasons. First, the report which I gave to this committee on the number of flight operations conducted by Wings within Kansas, represents but a small fraction of the actual number of flights conducted in this State by charitable aviation groups. For example, before founding Wings, I was a volunteer pilot for three other organizations. They were Angel Flight of Oklahoma, Angel Flight of Texas, and Lifeline Pilots of Illinois. Each of these organizations continues to operate into and out of Kansas, as do many other member organizations of the Alliance. In short, Wings is one of the newest members of the Alliance, and while we have experienced great success, I suspect that the more established groups conduct many times the number of flights into and out of Kansas, as compared to Wings.

Second, I would like the committee to see that charitable aviation is an important use of general aviation facilities nationwide. In transporting people over great distances, the members of the Alliance cooperate by "linking" flights. I formed Wings, because there existed a critical gap in the heartland in providing services to our local communities. The best way to meet that need, in my opinion, was for a local group of volunteers to serve the needs of their local communities. Judging from our success to date, I was

correct in my judgment. Therefore, when viewing the number of communities and people served by Wings, realize that this is but the tip of the iceberg. There are many more established groups reaching into Kansas in addition to Wings. Additionally as Wings becomes better known, we will increase our ability to serve more rural areas.

I would like to thank the committee for this opportunity to appear. In particular I would like to express my appreciation to your chairman, Mr. Hayzlept for thinking of the public well being in recognizing how important the smaller airports are to our communities. I would ask the committee to maximize support of general aviation airports in Kansas for the benefit of all its citizens. Many in our communities do not understand the vital and important role that such airports represent in their lives. The work of Wings and the other 31 members of the Air Care Alliance could not take place effectively unless this vital infrastructure is maintained.

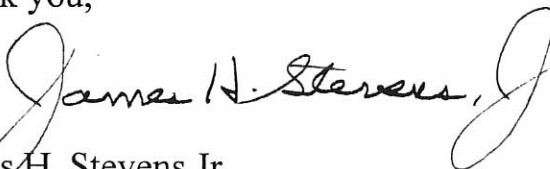
I would share with you in their words, the feelings of those we have helped.

*“There aren’t enough words (that I know) to say thank you. Yes, Virginia, there is a Santa Claus, and yes, there are angels at Wings.” Louise Burlingame
Emporia, Kansas*

*“You were my miracle, you changed my world. You are changing lives one flight at a time.”
Teresa Boatman
Olathe, Kansas*

I would give to this committee my personal plea, that you support our efforts and those of other charitable aviation groups, by maximizing support for our States’ general aviation airports, in order that we may continue to “change lives one flight at a time.”

Thank you,


James H. Stevens Jr.
Founder and Chairman Emeritus
Wings Over Mid-America, Inc.



AIRCRAFT OWNERS AND PILOTS ASSOCIATION

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Thank you Chairman Hayzlept, members of the House Transportation Committee and staff director, Mr. Hank Avila, for the opportunity to present testimony relative to the negative economic impact caused by the deterioration of many of the general aviation airports in Kansas and relative to the negative impact of that deterioration upon the delivery of medical specialist services to your constituents in rural Kansas.

This testimony is presented on behalf of the Aircraft Owners and Pilots Association (AOPA) which has over 4,700 members residing and paying sales tax on aviation fuel and other aviation-related taxes in Kansas. My name is William Hamilton and I have the honor to represent the aviation interests of AOPA members in Kansas and five additional states.

Reference to the Kansas State University study of September, 1996, entitled: "The Economic Impact of General Aviation Airport Deterioration on Kansas Communities," reveals a shocking number of general aviation airports in Kansas are sub-standard. In fact, about 25 percent were found to be seriously deficient back in 1996. Mr. Avila tells me the Kansas State study is available to the House Transportation Committee and I respectfully request it be included in your record, if that is not already the case. I'm afraid you and your constituents will be both shocked and shamed by what is revealed by the Kansas State University Study.

Ironically, as most Kansans are aware, Kansas leads the world in the production of aircraft. Indeed, the economic impact of general aviation alone in Kansas is \$271 million in annual economic activity and \$88 million in direct earnings. In addition to personal property taxes collected from Kansas aircraft owners and operators, general aviation also pays a sales tax on aviation fuel, sales and use taxes on aircraft sales, leases, parts and labor. Yet, none of these moneys are funneled back to aviation for maintenance of the state's airport infrastructure. In fact, Kansas ranks dead last among the 50 states in terms of state support for general aviation airports and aviation, in general.

For the record, allow me to point out a distinction between general aviation airports and commercial-service airports, the airport serviced by the airlines. Commercial-service airports are funded, in large measure, by a distribution formula based on the number of people served within a commercial-service airport's service area. By contrast, the federal funding for general aviation airports comes almost entirely from Airport

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Improvement Program (AIP) moneys which flow out of the Federal Airports and Airways Trust Fund. But general aviation airports must provide state or local matching funds to obtain these federal moneys. It is a complete lack of state matching funds for general aviation airports that is the root of the general aviation airport deterioration problem in Kansas.

Last year, the Central Region of the Federal Aviation Administration identified \$147 million dollars in un-met general aviation airport maintenance needs in the State of Kansas. Each year of delay in addressing these airport maintenance needs means more and more airport deterioration. To paraphrase a famous TV commercial: It is literally a case of "Pay me now or pay me a great deal more later."

While some legislators do not have constituents concerned with the aviation industry, all members of this body have constituents who pay into the federal aviation trust fund and are not getting back their fair share. Most members of this body have constituents, even loved ones, who need and deserve fair access to specialized medical services delivered by general aviation to rural Kansas.

Today, this committee will receive testimony today from the founder of Wings over Mid-America, which is part of the national Air Care Alliance, Inc. That testimony I as told will focus, in some measure, on the problem of general aviation airport deterioration as it relates to the air evacuation of the critically ill and/or the speedy transport of organs from a rural setting to trauma centers found in urban locations. But allow me to elaborate on two issues of which you may be unaware:

a. The issue of rural health care with regard to the delivery of health care by medical specialists to rural Kansas.

b. The issue of how the taxpayers of Kansas are being short-changed in terms of access to the Federal Airports and Airways Trust Fund, known more simply as: the federal aviation trust fund.

First the health-care issue. One of the great benefits of general aviation is the ability to transport highly-trained medical specialists from urban America to rural America. Typically, these medical specialist conduct weekly, bi-monthly or monthly clinics in towns too small to be able to support full-time physicians trained in specialties such as cardiology or oncology or internal medicine, etc.

But the safe arrival and departure of these medical

specialist teams in a distant, rural setting is often dependent on a safe airport capable of handling small to medium twin-engined aircraft such as those produced in Wichita.

When general aviation airports deteriorate, as they have in Kansas, this catches the attention of the insurance industry. Rough runway and taxiway surfaces can cause damage to landing gear and to propellers or can cause jet engines to ingest foreign objects. In response to ever-increasing insurance claims, aircraft insurers have two choices: raise premiums or drop coverage altogether. In the former case, the increased costs must be passed on to the patients being served. In the latter case, it often means the end of medical specialist services for the affected community.

Then there are the lives of the physicians themselves. Many of them carry high-dollar amounts of life insurance. Insurance companies sometimes place restrictions on their travel such as requiring that they fly only into airports with an instrument approach and/or only into airports with a certain runway length. These restrictive practices are also common with highly-paid chief executives of large corporations.

The problem of fair and equal access to specialized medical services is especially acute in Kansas because, as stated earlier, Kansas ranks 50th (dead last in the nation) in terms of state support for its general aviation airports.

But there is hope. In 1994, the Kansas legislature enacted legislation to create a state aviation trust fund which reads as follows:

"PUBLIC USE GENERAL AVIATION AIRPORTS

75-5061. Public use general aviation airports; development fund; grants; duties of secretary of transportation. (a) The secretary of transportation is hereby authorized and empowered to: (1) solicit and receive moneys from any public and private sources; and (2) establish and administer a grant program for public use general aviation airports for the purpose of planning, constructing, reconstructing or rehabilitating the facilities of public use general aviation airports.

(b) Such grants shall be made upon such terms and conditions as the secretary of transportation deems appropriate, and such grants shall be made from funds credited to the public use general aviation airport development fund.

(c) The public use general aviation airport development fund is hereby established in the state treasury which shall be for the purpose of planning, constructing, reconstructing or rehabilitating the facilities of public use general aviation airports pursuant to subsection (a) of this section. All moneys received pursuant to subsection (a) shall be remitted to the state treasurer at least monthly and deposited in the state treasury to the credit of the public use general aviation airport development fund. The secretary of transportation shall administer the public use general aviation development fund. All expenditures from the public use general aviation development fund shall be made in accordance with appropriation and upon warrants of the director of accounts and reports issued pursuant to vouchers approved by the secretary of transportation or a person or person designated by the secretary.

(d) As used in this section "public use general aviation airport" means any airport available for use by the general public for landing and taking off of aircraft but shall not include any airport classified as a primary airport by the federal aviation administration.

(e) The secretary of transportation may adopt rules and regulations for the purpose of implementing the provisions of this section."

Unfortunately, neither the Finney nor the Graves Administration nor the Legislature have requested or placed any moneys into this aviation trust fund.

This raises a fairness and equity issue because all of the states surrounding Kansas and, indeed, the majority of states use their state aviation trust funds to leverage dollars out of the Federal Airports and Airways Trust Fund.

The unfairness to the people of Kansas arises because they, just like Americans residing in other states, pay the ten-percent ticket tax on airline tickets which goes into the Federal Airports and Airways Trust Fund. Moreover, those who pilot or operate aircraft in Kansas pay the federal tax on aviation gasoline and aviation jet fuel pay their taxes into the Federal Airports and Airways Trust Fund as well.

Therefore, no matter how Kansans fly, they pay into this federal fund. Those states with state aviation trust funds are better able to leverage money out of the federal aviation trust fund on a 90 to 10 basis. As you may be aware, the federal aviation trust fund will provide nine dollars for every one dollar provided by state and/or local airport sponsors.

In states with state aviation trust funds, the typical funding source ratio for runways, taxiways, navigation aids and other airport improvements is: 90 percent federal funds, five percent state matching funds and five percent local matching funds.

Because, in many cases, the Federal Aviation Administration which allocates funds from the federal aviation trust fund, will not underwrite airport maintenance that often places the entire airport maintenance burden on state and local government. Where there is no state aviation trust fund, the maintenance burden often falls entirely upon the county or city as the airport sponsor.

In most of the states surrounding Kansas, the state aviation agency often provides at least 50 percent of airport maintenance funds through a grant-in-aid process.

Many states levy an aviation fuel tax which goes into their dedicated state aviation trust funds. While Kansas taxes aviation fuel, it does so in the form of a state sales tax which flows into the general fund. Although AOPA has asked, no one in Kansas seems to know the amount of sales tax being paid on aviation fuels in Kansas or where those moneys are being spent. For certain, they are not being spent to maintain the airports which generated those sales-tax dollars in the first place.

It is AOPA's understanding that the Graves Administration will propose, at some point, a multi-year, multi-modal transportation bill. We are told "multi-modal" means some funding will be included for dispensation through the Public Use General Aviation Airport Development Fund. We hope this is so and that the Kansas Legislature would support the administration's multi-modal transportation bill.

To its great credit, Kansas has an excellent state aviation agency in place which we feel would do an outstanding job of administering an airport grant-in-aid program based upon the Public Use General Aviation Airport Development Fund. Moreover, your state aviation agency has developed what AOPA feels is an excellent state aviation plan which would fairly and objectively identify the most pressing airport maintenance needs.

Bottom line: all elements but one are in place. The statutory authority exists. You have a fine state aviation agency with an excellent state aviation plan. But your state aviation trust fund has never had a dollar put into it.

Therefore, the Aircraft Owners and Pilots Association, on behalf of its over 4,700 Kansas members, respectfully requests that Kansas, either through administration or legislative initiative, begin to address the growing problem of the deterioration of its general aviation airports. In closing, I respectfully request that these remarks be made a part of the record of these proceedings. Thank you.

William Hamilton

WILLIAM HAMILTON, Ph.D.
Central Region Representative
Aircraft Owners and Pilots Association (AOPA)

The above testimony is based, in part, upon the following documents:

- a. Kansas State University Study entitled: The Economic Impact of General Aviation Airport Deterioration on Kansas Communities. September, 1996.
- b. Kansas Airports Pavement Condition Index Survey.
- c. FAA 5010 inspection reports of Kansas General Aviation Airports.
- d. Economic Impact Study of Aviation in Kansas
- e. Kansas General Aviation Airport Improvement Program dated, February 22, 1996.
- f. Public Use General Aviation Airport Development Fund Public Law, K.S.A. 75-5061.

For additional information, Dr. Hamilton can be reached by phone or fax at: 970.887.2101 or e:mail at: bill.hamilton@aopa.org